

# BookletChart™

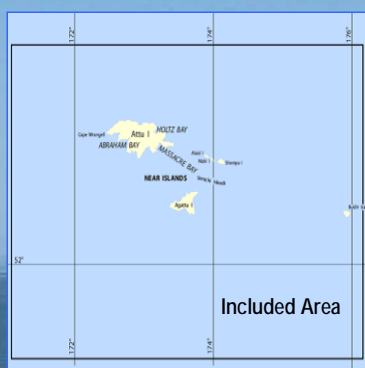


## ***Near Islands – Buldir Island to Attu Island***

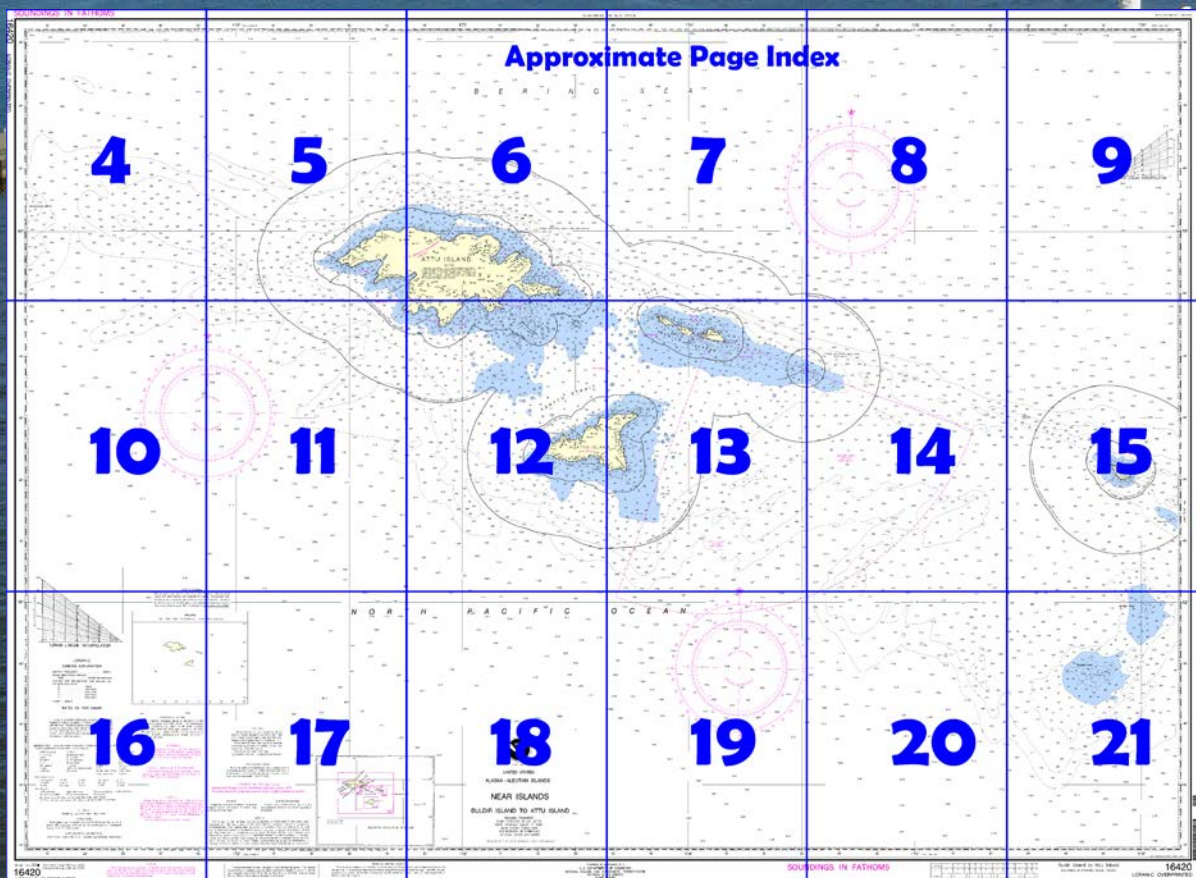
**NOAA Chart 16420**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at [http://www.nauticalcharts.noaa.gov/nsd/coastpilot\\_w.php?book=9](http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9).



#### (Selected Excerpts from Coast Pilot)

The **Near Islands** include the Semichi Islands and Attu and Agattu Islands.

**Attu Island**, the westernmost of the Aleutians, is 15 by 35 miles in extent and is indented by many bays and long inlets. The terrain is rugged and has practically no large level area. The bays on Attu Island offer a striking similarity. They are apparently formed by submerged valleys between mountain ridges. The heads of the bays are fed by streams which have carried down

enough sand to give a good holding ground. The exception to this is Holtz Bay, which is rock and sand. At the head of each bay is a crescent-shaped, sand beach with a more or less high bank of sand across the middle. A course down the middle of the bay, with the exception of

Massacre Bay, was found to be clear; all that have been investigated show deep water close inshore. Some have rocks along the shore but these are easily seen. Anchorages are in from 10 to 15 fathoms, sand bottom. The best method is to head into the bay until these depths are reached and anchor. At the heads of most of the bays are barabaras (huts) built by the Aleuts for use during the fur-trapping season.

**Currents.**—Strong currents may be encountered along the N coast of Attu Island, and while variable, the consensus seems to be that they follow strong winds and are noticeably affected by the weather. In calm weather the set is generally SE.

**Caution.**—Earthquake activity, in 1975, in the Attu Island area has caused a bottom uplift of 4 to 7 feet at various locations in Massacre Bay. Until more complete information is developed, mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot.

**Pilotage, Attu Island.**—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. The Aleutian Islands are served by the Alaska Marine Pilots. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

**Buldir Island** is an isolated island between Kiska Island and the Semichi Islands. This island forms an excellent landmark for the W Aleutians. The island is about 4 miles long and 2 miles wide, rugged and mountainous. The highest summit 2,150 feet, is on the S part of the island. Two lesser summits 2,013 and 1,768 feet, are on the NE end. High, steep landslides are along the E end and on the SW side. The shores, in general, consist of cliffs either rising from the water's edge or backing, narrow rock and sand beaches. The island is a bird refuge.

A chain of bold rocks and conspicuous islets extends 1.2 miles NW from Buldir Island. The outermost of the three islets is 442 feet high, dome shaped, and an excellent landmark. It can often be seen by vessels passing to the N when Buldir Island is obscured by fog or thick weather. Tide rips are generally in evidence along the submerged ridge that extends 1.8 miles NW from the islet, but no dangerous shoals or reefs are on the ridge.

At the E end of the island are several groups of rocks, the farthest being about 0.3 mile offshore. The S coast is foul alongshore and should be approached with caution. Other shores are less rocky. Heavy kelp nearly encircles the island and probably marks all inshore dangers. Vessels passing Buldir Island on any course should stay outside the 50-fathom curve.

The SE to the NW shore of Buldir Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around this rookery which encompasses the entire island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.)

The anchorage on the NW side of Buldir Island is the shallow bight formed by the island and the chain of rocks and small islets that extend to the NW. With the exception of the narrow valley opposite the anchorage, the slopes rise precipitously from the shoreline to the peaks. The sandy beach at the mouth of the valley affords the best landing on the island and a small stream empties into the bight at this point. Good anchorage, free from strong currents, can be found in 15 fathoms, sand bottom, with the middle of the beach bearing **170°**. The anchorage affords adequate protection in fresh SE to SW weather but not in severe storms from any direction. Anchorage suitable for moderate E weather can be found in 15 to 20 fathoms 1 mile from shore just S of the chain of rocks and islets.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

# Table of Selected Chart Notes

Corrected through NM Aug. 23/03  
Corrected through LNM Jul. 29/03

Mercator Projection  
Scale 1:300,000 at Lat. 52°00'  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FATHOMS**  
AT MEAN LOWER LOW WATER

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Bottom uplift from 4 to 7 feet has been reported in various locations of Massacre Bay due to recent earthquake activity in the Attu Island area. Mariners are cautioned to expect depths shallower than charted as the extent of change is not known.

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed in Steller Cove on the North Shore of Attu Island.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.893" southward and 10.898" westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
PULSE REPETITION INTERVAL  
9990 ..... 99,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators)  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 9990-X

### RATES ON THIS CHART

9990-X    9990-Y    9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blbs boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

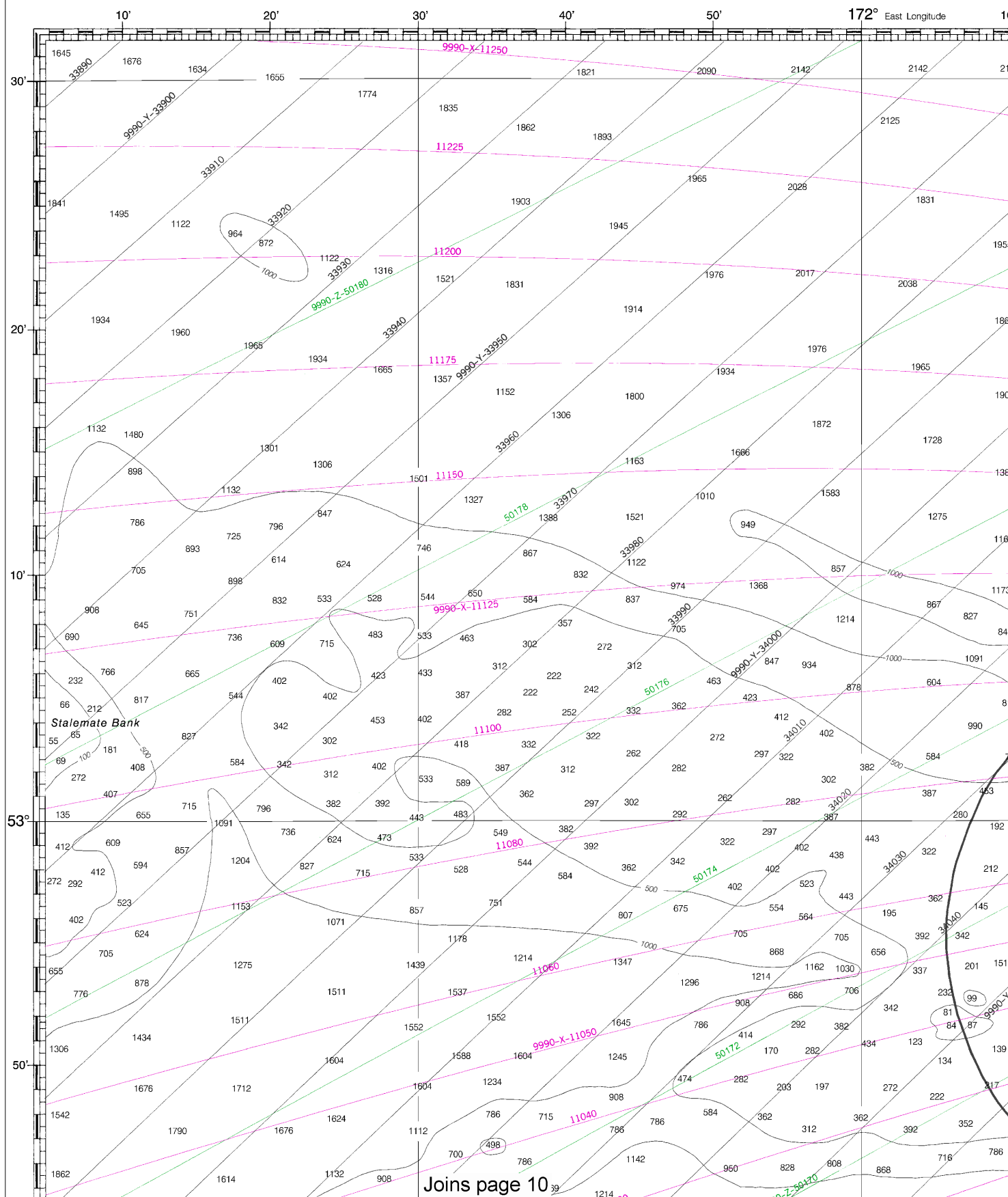
AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

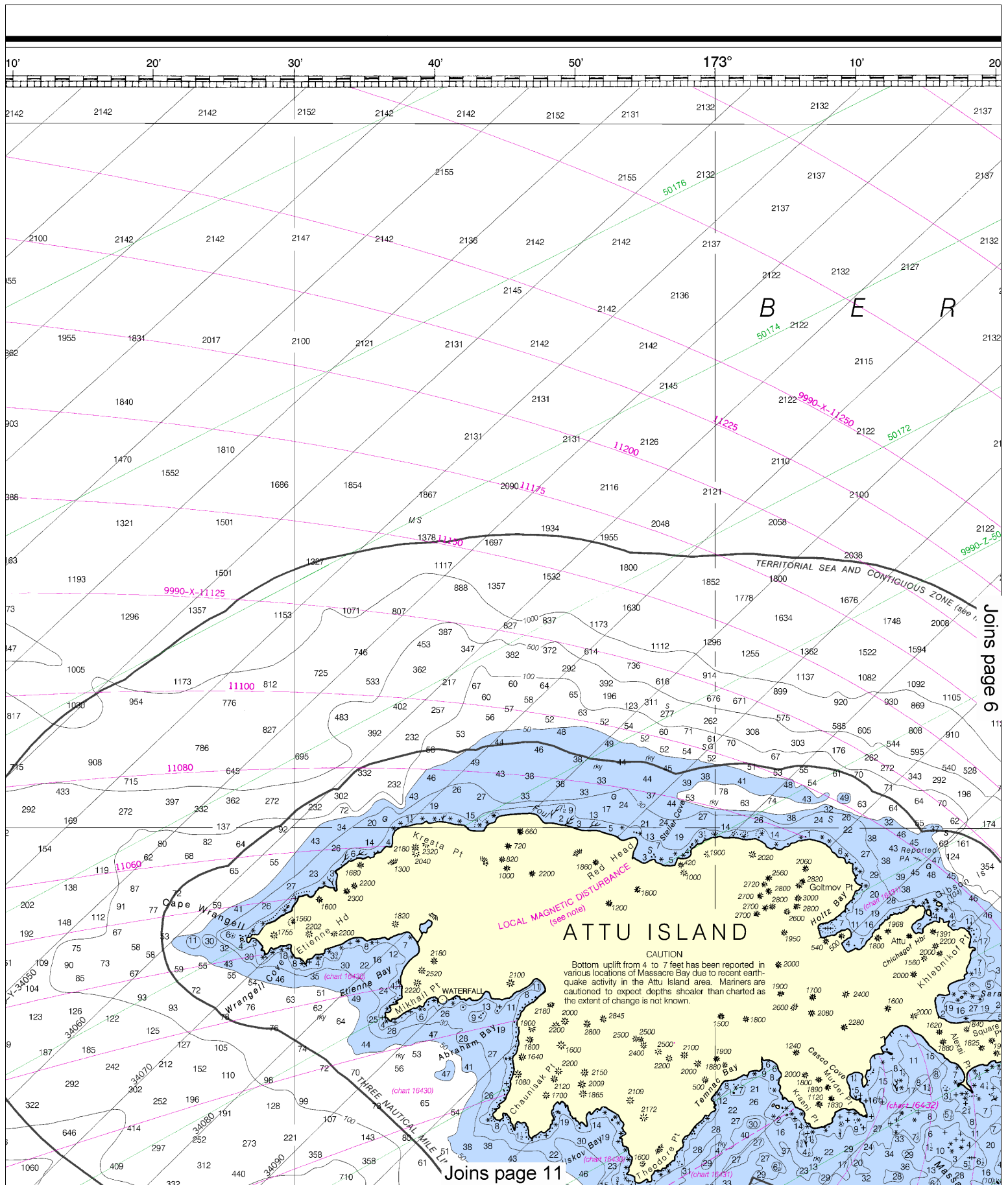
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**LOTRAN-C OVERPRINTED**

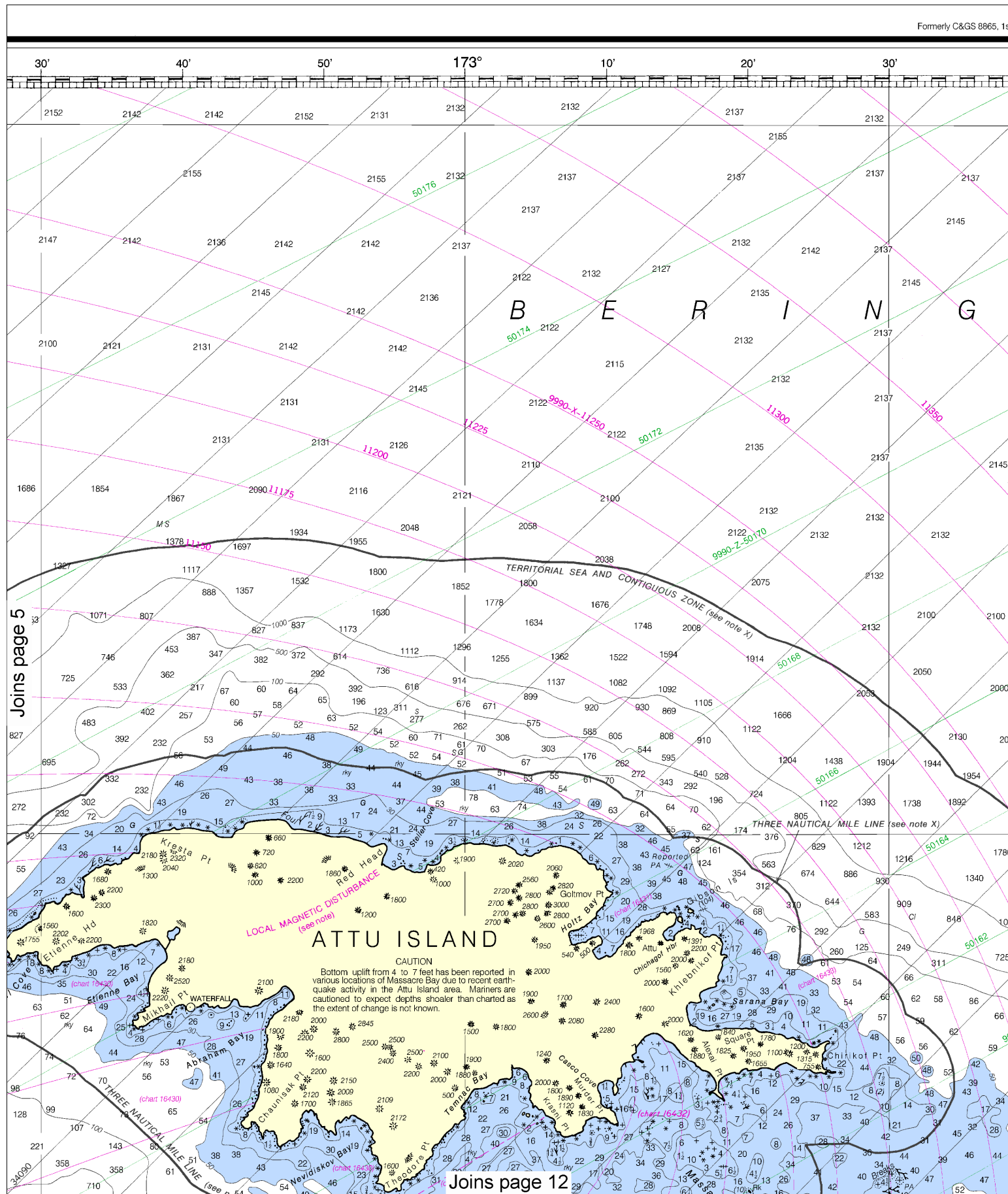


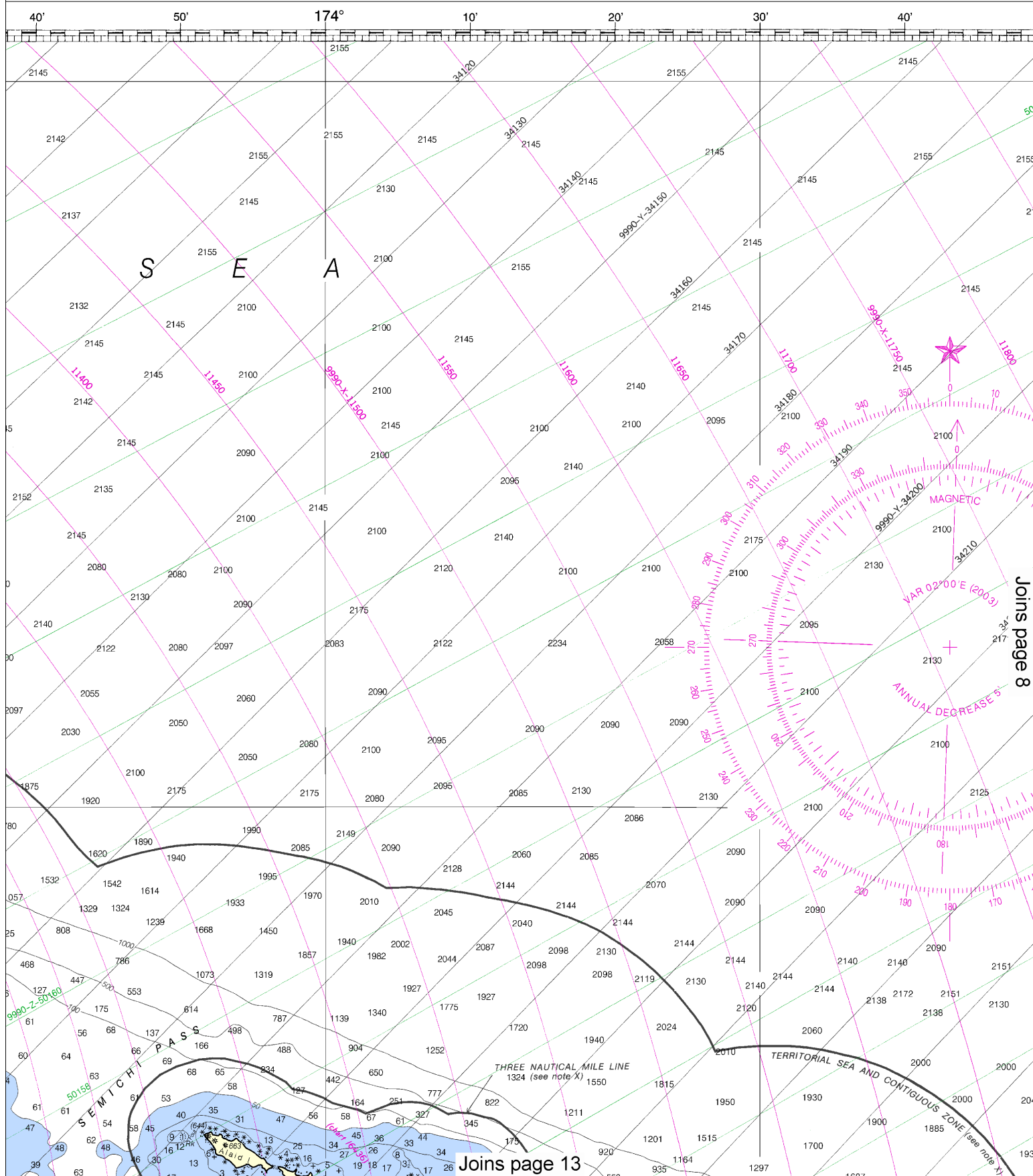
4

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:400000. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



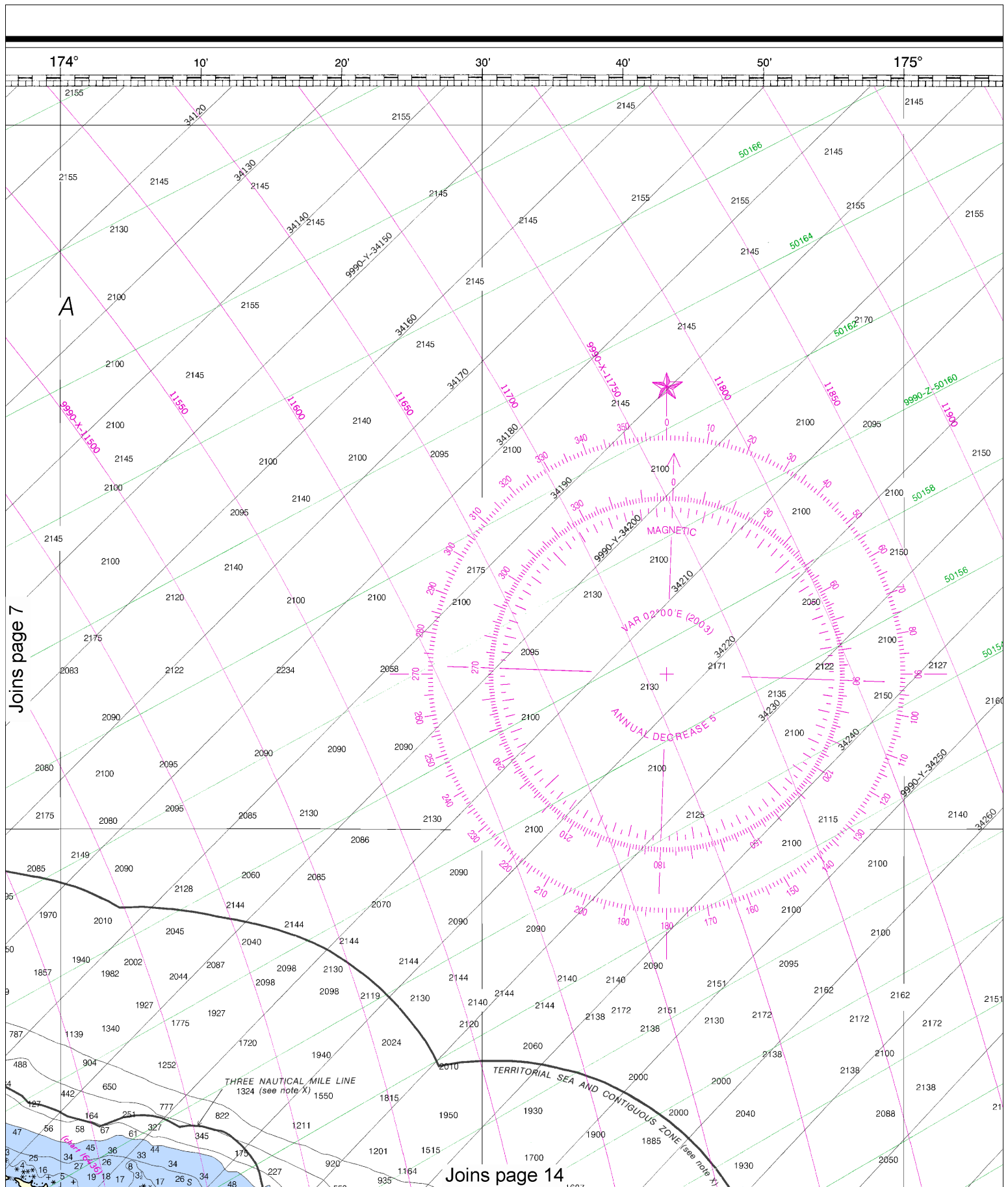


Joins page 8

Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

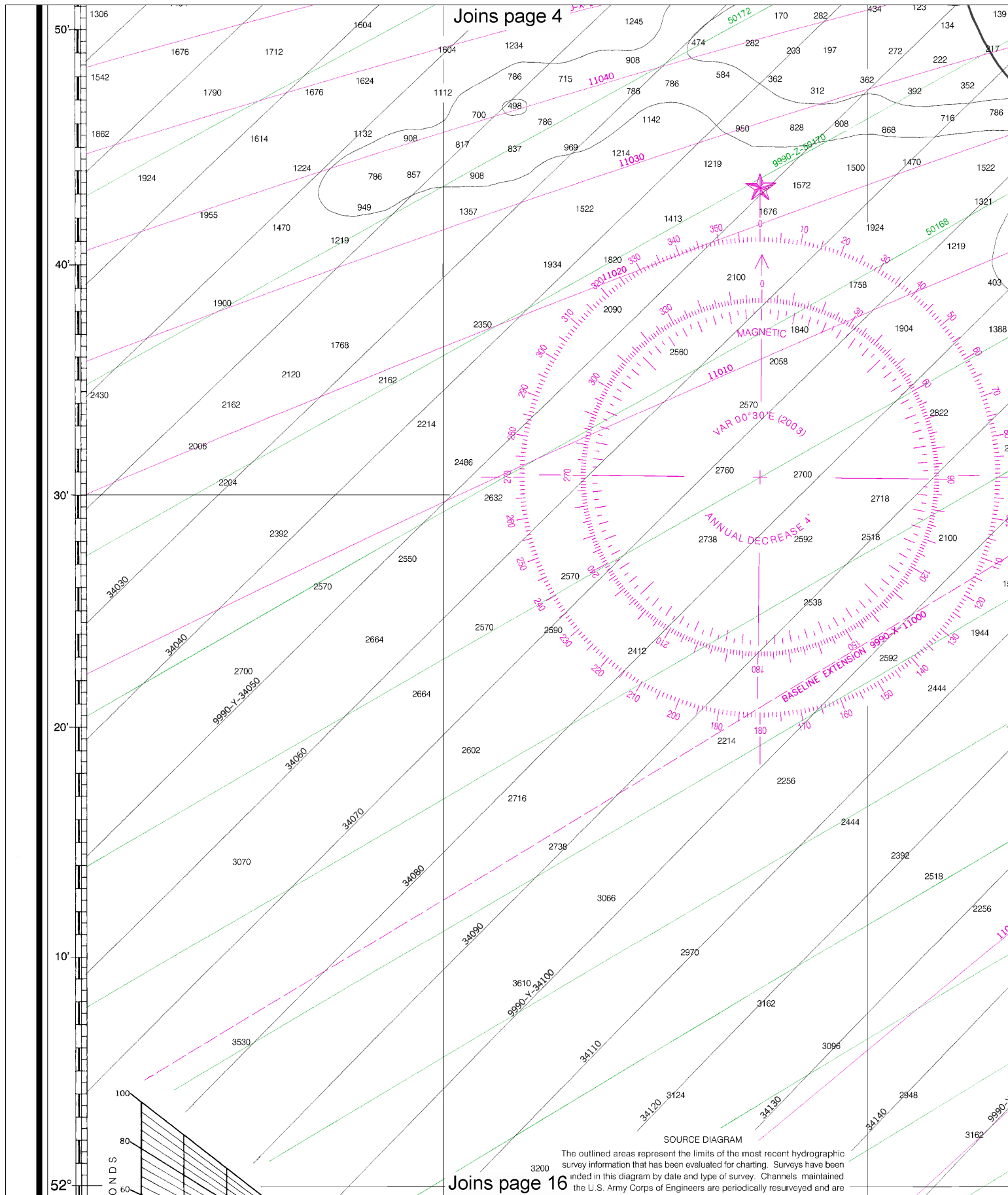
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8

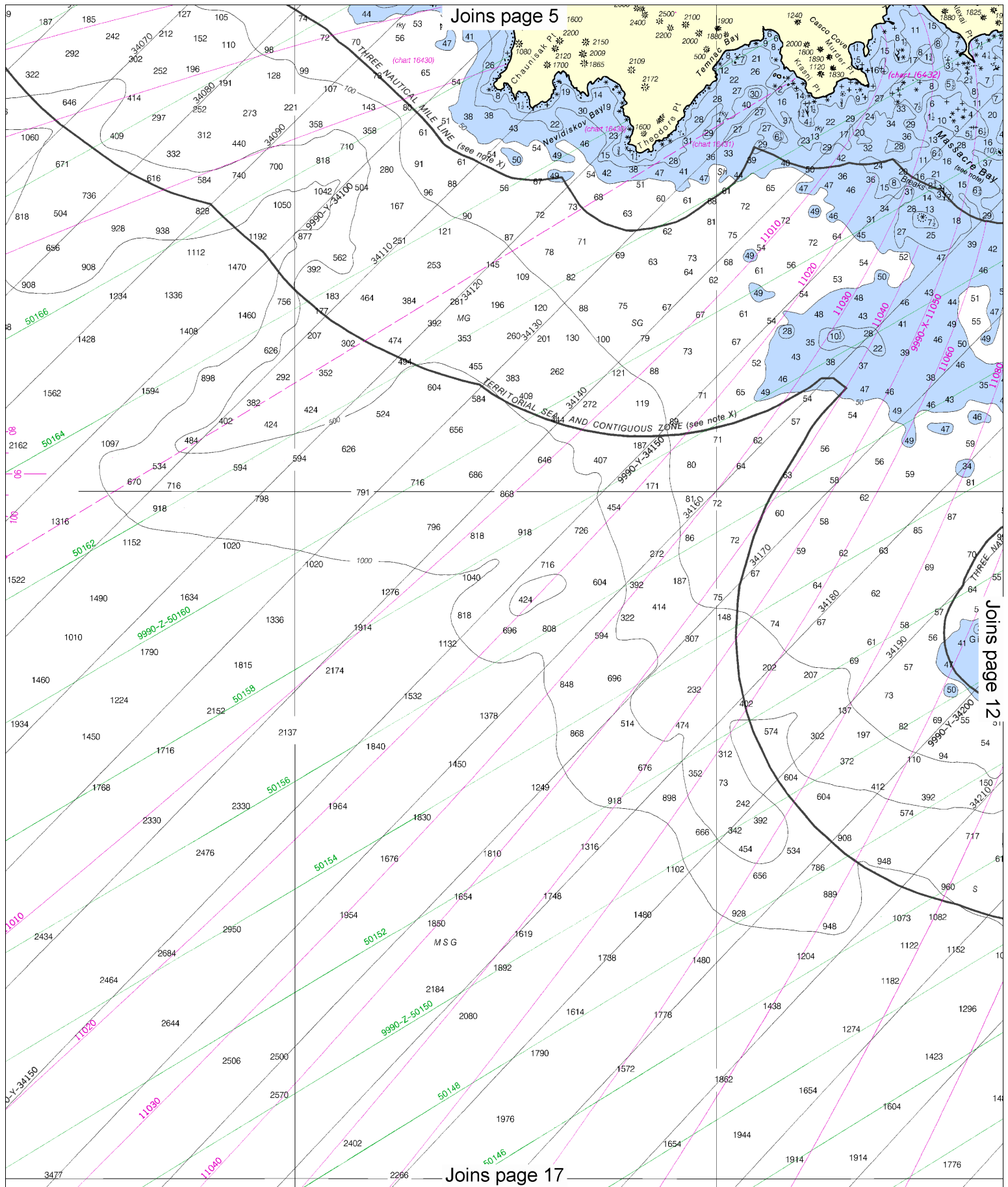
Note: Chart grid lines are aligned with true north.

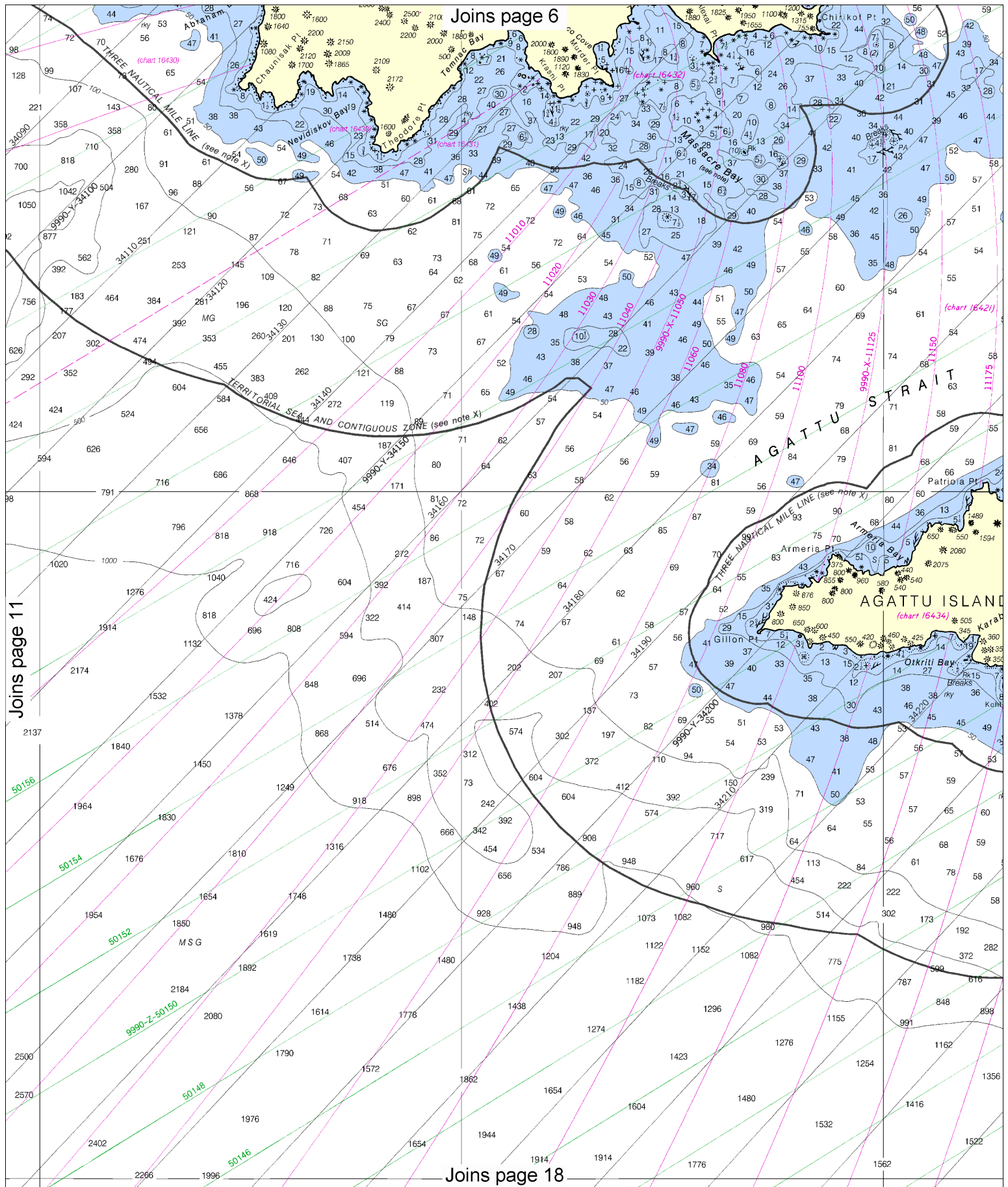


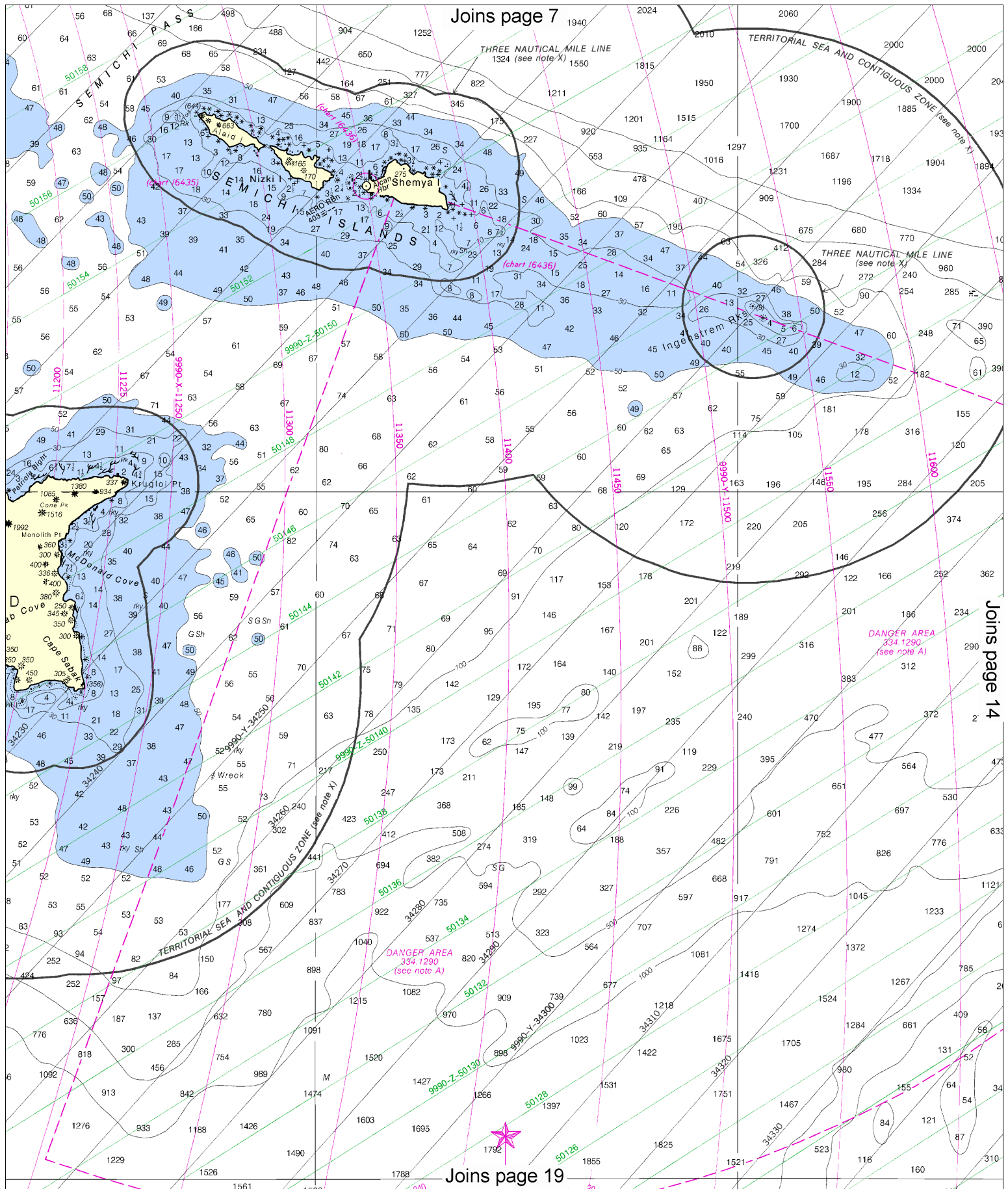


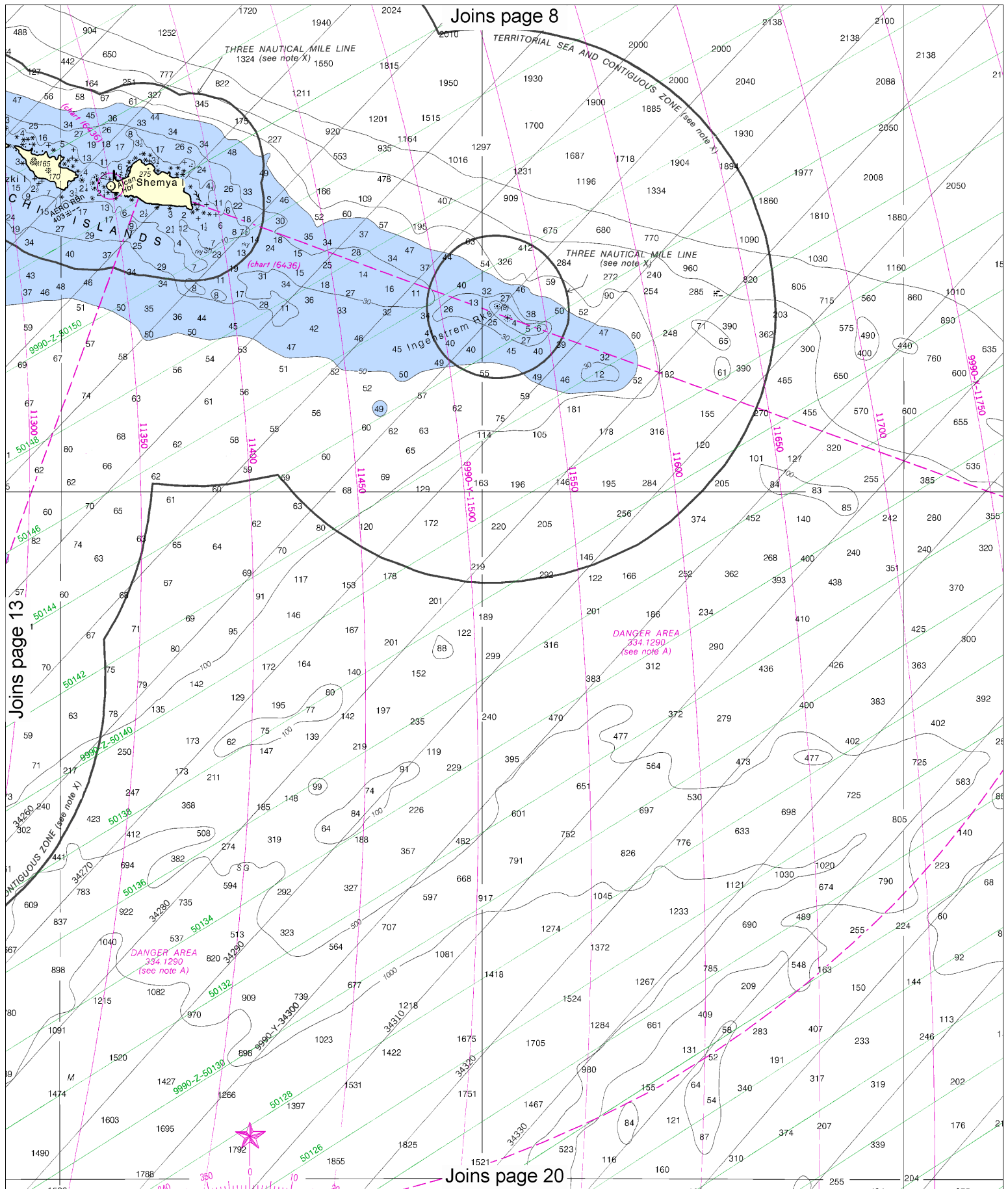
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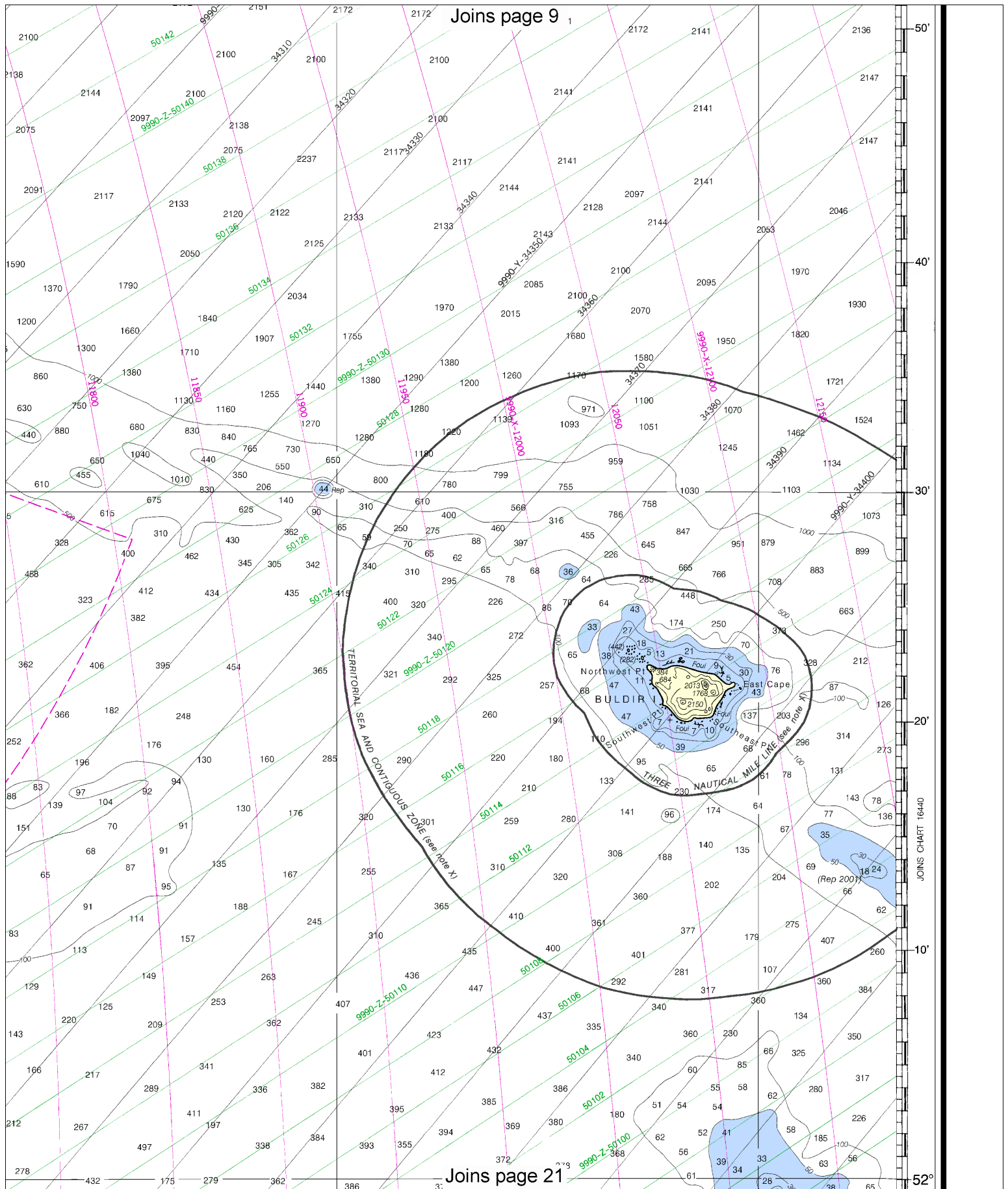
Note: Chart grid lines are aligned with true north.

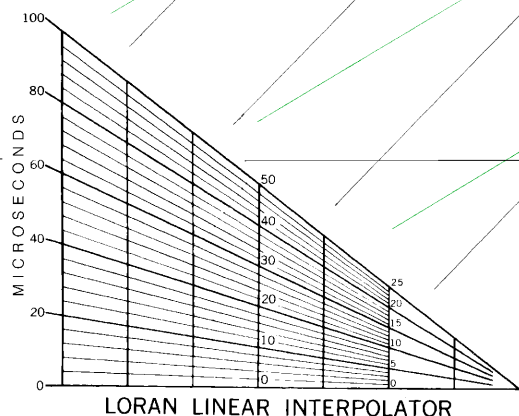












### LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
 PULSE REPETITION INTERVAL  
 9990 ..... 99,900 Microseconds  
 STATION TYPE DESIGNATORS: (Not individual station letter designators)  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary

EXAMPLE: 9990-X

### RATES ON THIS CHART

9990-X 9990-Y 9990-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SI M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

#### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

#### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

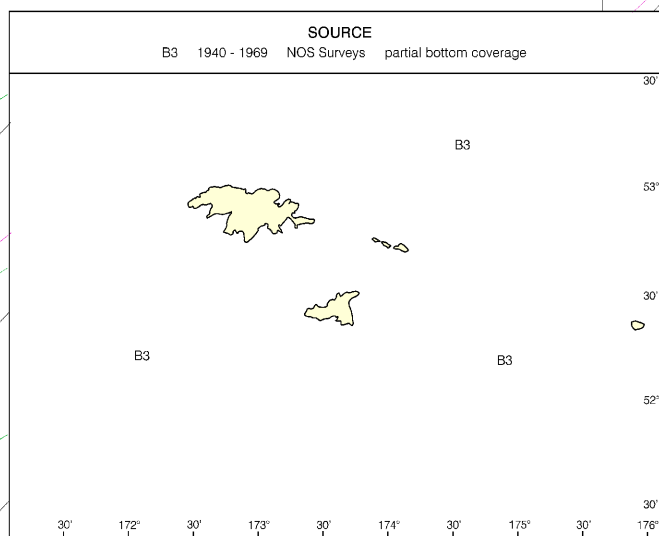
Consult U.S. Coast Pilot 9 for important supplemental information.

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### SOURCE

B3 1940 - 1969 NOS Surveys partial bottom coverage



### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.893' southward and 10.898' westward to agree with this chart.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4' from the normal variation have been observed in Steller Cove on the North Shore of Attu Island.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

### CAUTION

Limitations on the use of radio signals for marine navigation can be found in U.S. Coast Guard Light Lists and Notices to Mariners. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (Accurate location) (Approximate location)

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the nearest U.S. Coast Guard facility if communication is impossible (33 CFR 153).

COLREGS. 80.1705 (see no. 16420)  
 International Regulations for Preventing Collisions at Sea  
 The entire area of this chart falls seaward of the CO

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Consult supplement for navigation.

### NOTE X

The 12 nautical mile territorial sea was established by the Act of October 3, 1933, and the outer limit of the U.S. continental shelf was established by the Act of December 27, 1988, and also the outer limit of the U.S. continental shelf of domestic law. The 3 nautical mile line, previously identified as the 3 nautical mile line, is retained because the proclamation states that it does not affect the 9 nautical mile natural resources boundary off Texas, Puerto Rico, and the 3 nautical mile line elsewhere remain the same. The 3 nautical mile line is the limit of states' jurisdiction under the Act of March 3, 1899, 31 Stat. 29, March 22, 1953. These maritime limits are represented on future charts. The lines shown on the most recent charts.

### CAUTION

This chart has been corrected through the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to meet the needs of the U.S. Coast Guard and the U.S. Navy. The U.S. Coast Guard encourages users to submit comments for improving this chart to the Chief, Marine Corps Service, NOAA, Silver Spring, Maryland 20910.

10th Ed., Aug./03 ■ Corrected through NM Aug. 23/03  
 Corrected through LNM Jul. 29/03

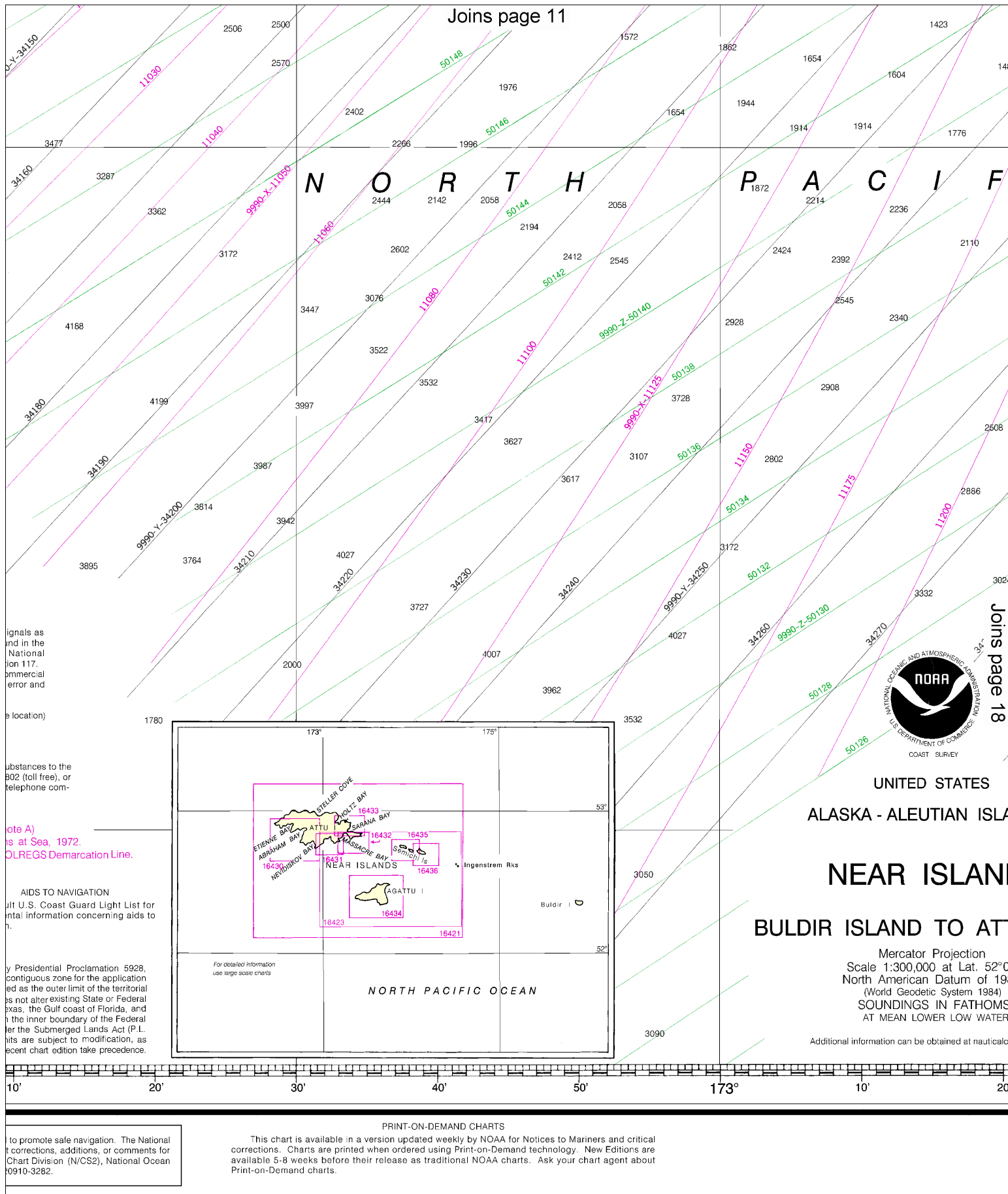
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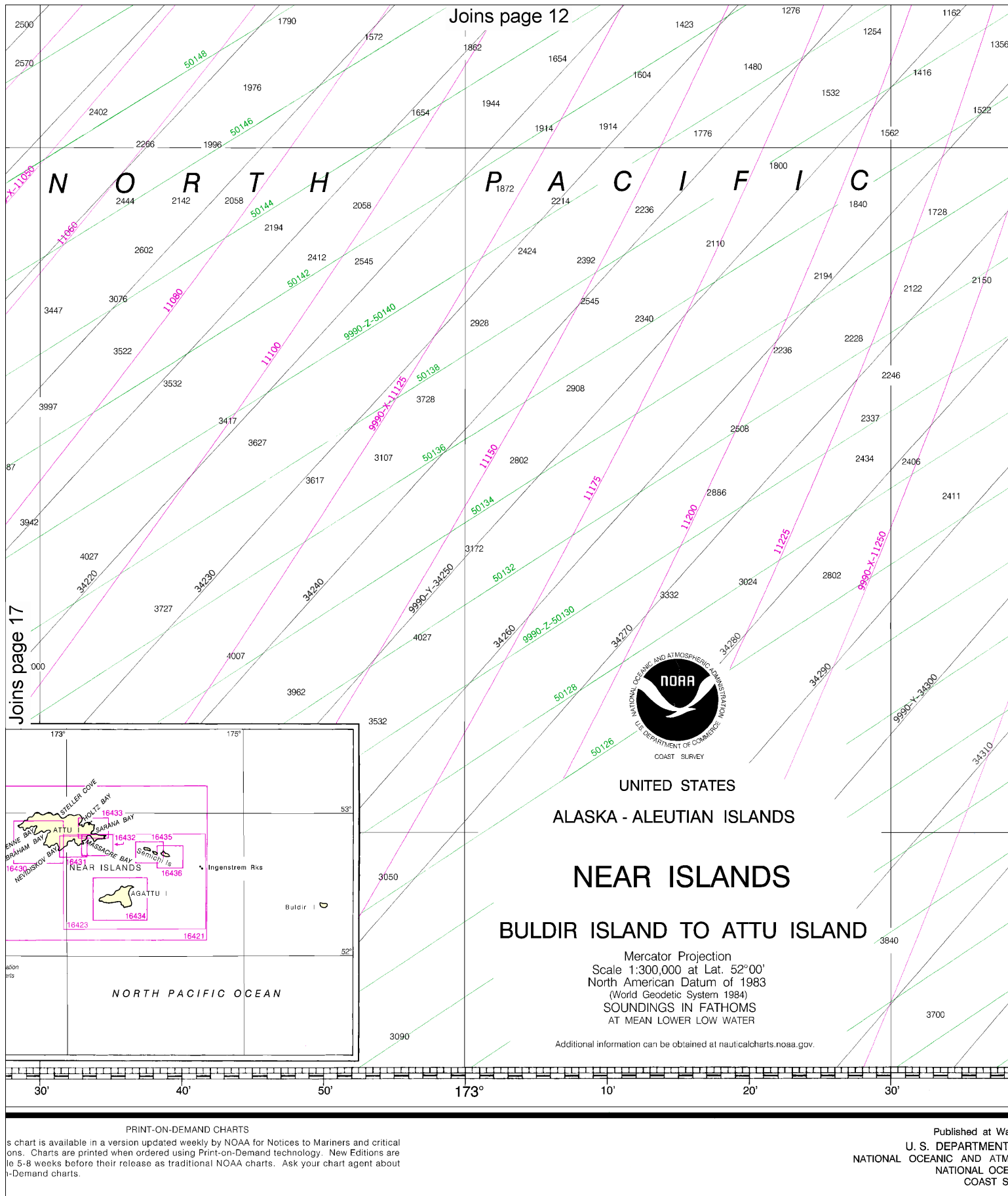
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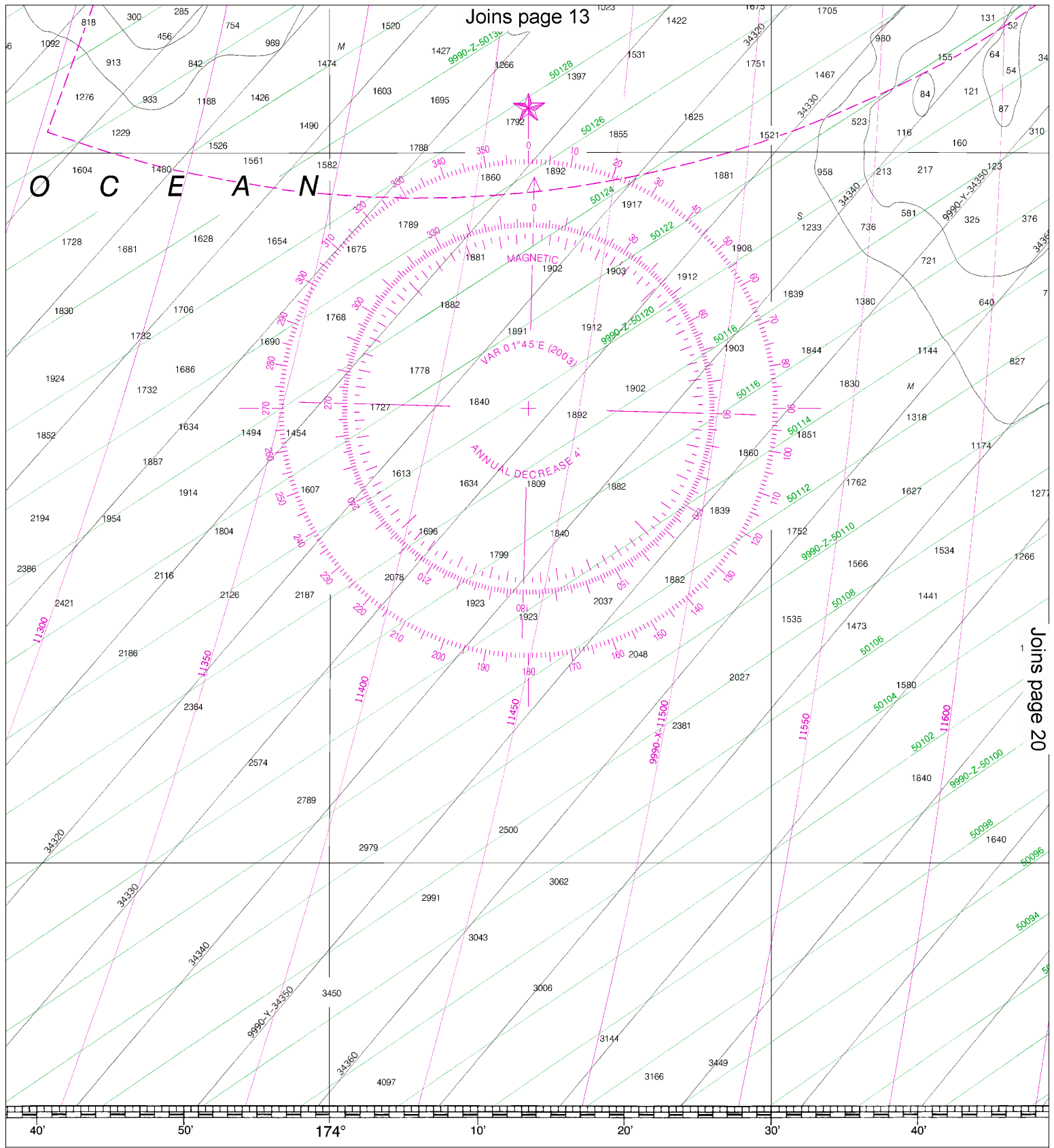
16

Note: Chart grid lines are aligned with true north.

Joins page 11





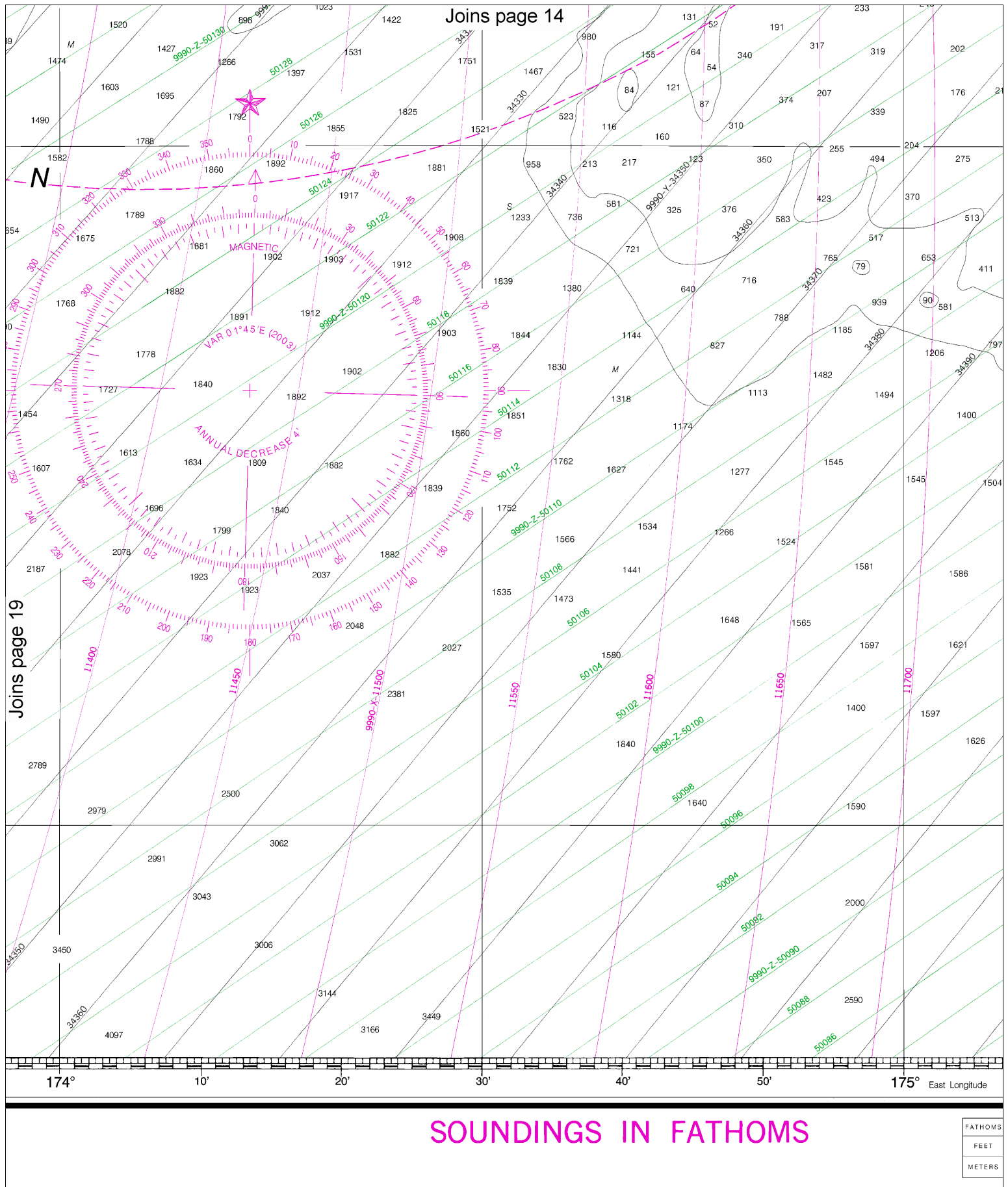


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Joins page 20

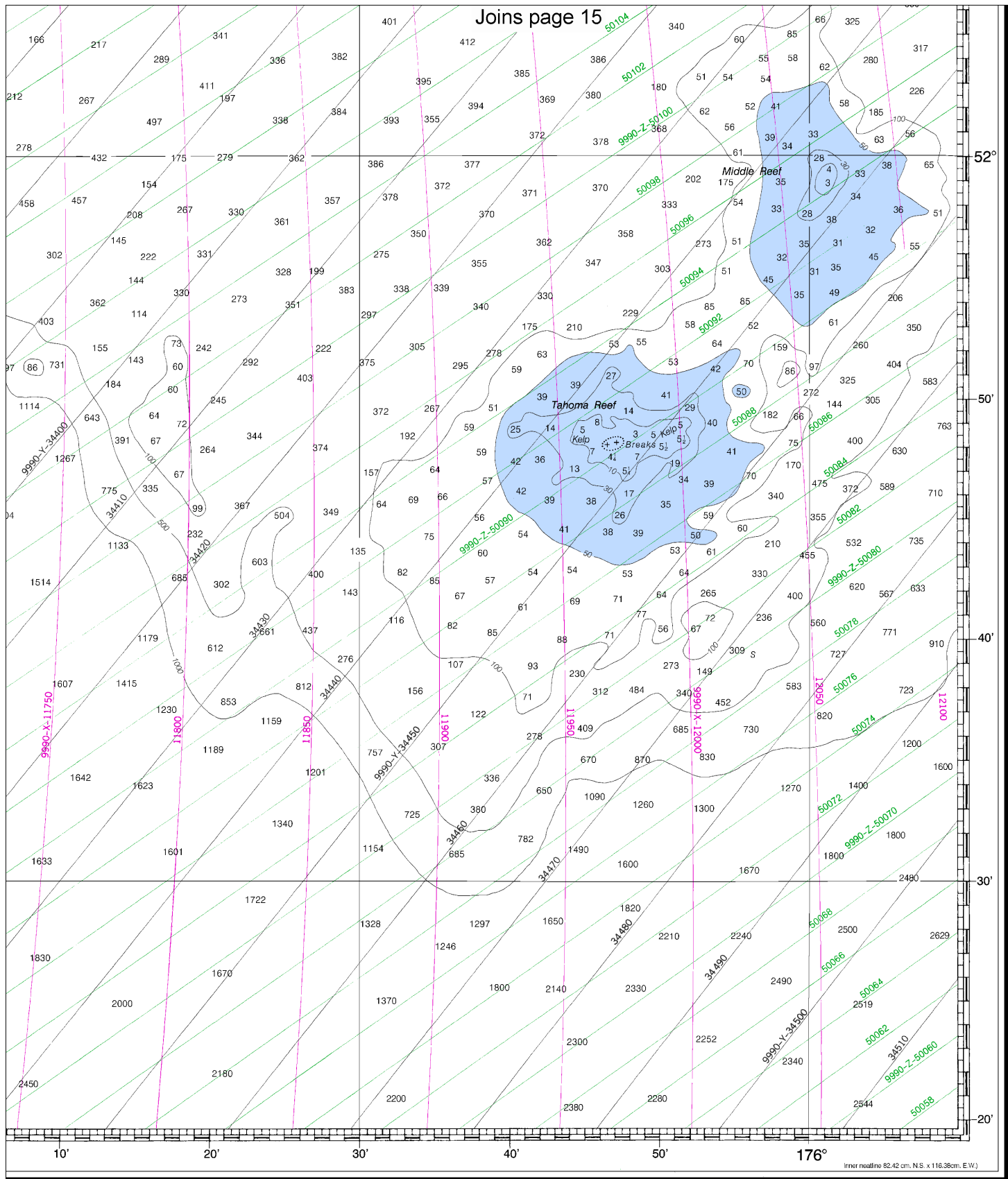
Washington, D. C.  
 DEPARTMENT OF COMMERCE  
 HYDROGRAPHIC SURVEY SERVICE  
 NAUTICAL CHART SERVICE

SOUNDINGS IN FATHOMS



20

Note: Chart grid lines are aligned with true north.



Joins page 15

Buldir Island to Attu Island  
SOUNDBINGS IN FATHOMS - SCALE 1:300,000

**16420**  
LORAN-C OVERPRINTED

ED NO: 10  
NSN 7642014011239  
NIMA REFERENCE NO. 1642016420



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

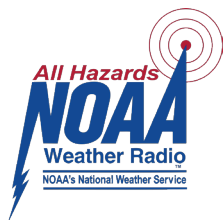
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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